

to worry about forfeiting past reparations they've received from the government.

INTRODUCTION OF THE TERRORIST DISASTER RELIEF FOR SMALL BUSINESSES ACT

HON. JOHN J. LaFALCE

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. LaFALCE. Mr. Speaker, the tragic events of September 11, 2001, have caused a massive disruption of businesses all over the country. The most visible of the economic scars can be found in lower Manhattan, which some 15,000 businesses called home, and in the air transport industry, which the government was forced to close. But, the economic hardships caused by the September 11th terrorist attacks reach far beyond the areas immediately impacted by the attacks and involve all types of businesses.

In order to overcome their current difficulties, businesses who have suffered substantial hardship because of the September 11th terrorist attacks will need access to low-cost credit to cover their uninsured losses and to provide needed operating cash while they regain their footing. Congress has provided financial assistance to the airline industry. And, thankfully, many small businesses in the New York City area will qualify for economic injury disaster loans from the Small Business Administration. However, there are many more innocent small businesses who need the Government's help to overcome the economic difficulties caused by the terrorist attacks and the resulting turmoil in the air transportation industry.

Among the small businesses that have been injured are those that sell goods and services to the airports, airlines and airline passengers. The current crisis has also taken a heavy toll on the entire tourist industry, particularly, the many small businesses that are integral to that industry. The closing of commercial air traffic during the week of September 11th had a severe impact on many businesses that depend on the airlines and air cargo industry for the delivery of items crucial to the conduct of their enterprise. While we cannot yet measure the economic impact of the attacks on the small business community, many small businesses all over the country are clearly suffering.

The SBA has received requests for disaster assistance from small businesses all over the United States, including small businesses in the Dallas-Fort Worth area and California, and small businesses from as far away from New York City as Hawaii. But, under the current restrictions that apply to the SBA disaster loan program, the SBA cannot provide disaster assistance to businesses outside of a declared disaster area and contiguous communities.

My bill, the Terrorist Disaster Relief for Small Businesses Act, would provide needed disaster assistance to businesses all over this Nation. First, the bill gives the Small Business Administration the authority to provide economic injury disaster loans to a small business located anywhere in the United States that can demonstrate it experienced a substantial economic injury because of the terrorist attacks, including injuries caused by actions taken by the government in response to at-

tack. Additionally, the bill would permit the Administrator of the SBA to relax, as he deems necessary and appropriate, the "small business" size standards for an injured business that, as a technical matter, does not meet the size standards. These exceptions to the normal SBA criteria would only apply to businesses that have been injured by the September 11th attack.

These are extraordinary times that call for extraordinary solutions to overcome the Nation's current crisis. I believe altering the criteria for SBA disaster loans will help the Nation's small businesses to begin to recover from the economic hardships caused by the September 11th attack. I urge my colleagues to support this important legislation.

TRIBUTE TO GORDON GALVAN

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. STARK. Mr. Speaker, I would like to pay tribute to Gordon Galvan's many years of dedicated service on the San Leandro City Council.

A lifelong San Leandro resident, Gordon is a third generation San Leandran and grandson of Spanish immigrants. He is a graduate of St. Leander's School and San Leandro High School.

Gordon began his service to the local community in 1992 as co-founder and President of the Bancroft Area Neighborhood Association. He went on to be elected in 1994 to the San Leandro City Council, representing District One and was re-elected by a mandate in 1998.

During his two terms on the Council, Galvan was recognized as a champion of small and large businesses and a passionate advocate for revitalization of Downtown San Leandro. He led the way for public/private partner investments in the area resulting in over \$2.5 million of improvements to downtown San Leandro.

Local and regional civic and community leaders recognized Gordon's leadership on the Council. His colleagues on the San Leandro City Council elected Galvan for an unprecedented two terms as Vice Mayor.

He served as vice chair of the City of San Leandro's Disaster Preparedness Council, and worked on San Leandro's FEMA award-winning Disaster Preparedness Campaign.

After seven years of service to the city of San Leandro, Gordon has stepped aside to devote more time to his business. Still devoted to serving his community, he is overseeing the management of the San Leandro Shuttle Program and the San Leandro Industrial Roundtable.

The Mayor, the San Leandro City Council and the Chamber are hosting a tribute to Gordon on September 27. I join in expressing appreciation for his many years of dedicated service on the San Leandro City Council.

PRESERVE U.S. JOBS IN THE PASSENGER VESSEL INDUSTRY

HON. ROBERT A. BORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. BORSKI. Mr. Speaker, I rise today to express my opposition to a proposal to amend the 1886 Passenger Vessel Services Act (PVSA) by designating Panama as a distant foreign port of call. Such designation would allow foreign-flag vessels to carry passengers from one U.S. port to another U.S. port, provided only that the vessels stop in Panama en route.

Under the existing PVSA, vessels making U.S. point-to-point services must be owned, built, flagged and manned in the U.S. This statute has served our country well for over a century, ensuring a vibrant domestic passenger vessel industry that creates and preserves jobs in the U.S. Designating Panama as a distant foreign port would create no U.S. jobs, generate no economic benefits for the U.S., and result in no new business for U.S.-flag cruise vessels. Only foreign-flag—which pay no U.S. corporate income taxes, operate largely outside of U.S. laws, and employ foreign labor—would benefit from this misguided proposal.

The PVSA authorizes the U.S. Customs Service to provide the flexibility needed to meet the needs of the cruise industry public while at the same time preserving important national interests. By arbitrarily designating Panama as a distant foreign port, Congress would supersede the regulatory authority of Customs and contravene the longstanding purposes of the PVSA to bar foreign vessels from engaging in domestic transportation. Such an act would also create a dangerous precedent that could have even graver implications for U.S. cargo transportation governed by the Jones Act.

Mr. Speaker, the proponents of the Panama proposal hope to include it as an amendment to the Coast Guard Authorization bill. I urge my colleagues to strongly oppose this misguided attempt to undermine one of our nation's most important maritime laws.

TRIBUTE TO PAUL W. IVORY, ADMINISTRATOR OF CHESTERWOOD

HON. JOHN W. OLVER

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. OLVER. Mr. Speaker, it gives me great pleasure to commend Paul W. Ivory, who as of September 30 will retire as the Administrator of Chesterwood, the former country home and studio of sculptor Daniel Chester French in Stockbridge, Massachusetts. French was the creator of two of America's most powerful symbols: The Minute Man (1875) in Concord, Massachusetts and Abraham Lincoln (1922) for the Lincoln Memorial in Washington, DC.

At Chesterwood, which was designed by noted architect Henry Bacon, French executed many commissions, and he also designed the gardens and woodland walks around the grounds. French is considered to be one of